

CLASSIFICATION **SECRET** *CONFIDENTIAL* *PK*
 COUNTRY Soviet Union **REPORT NO.** *73* **25X1**
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TOPIC Airfield and Fuel Dump near TAMBOV, Tambov Oblast, Moscow MD

EVALUATION **25X1X** PLACE OBTAINED **25X1C** *73*

DATE OF CONTENT March 1947

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REFERENCES None

PAGES **2** ENCLOSURES (NO. & TYPE) **1**

REMARKS

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March 1947

1. Airfield

Air Force barracks were located on a hill, about 6,600 feet southwest of the TAMBOV ($41^{\circ}28' E/52^{\circ}43' N$) railroad station, at the border of an airfield (see Annex). A road led from the railroad station to these barracks. From the observed flying, it was inferred that a pilot school was located there. The barrack block, $660 \times 2,500$ feet, consisted of six 3-story buildings, each 66×660 feet. One building was occupied by PWs and the other five by a few soldiers. The airfield had no solid surface and was covered with grass. About six aircraft, similar to the Me-109, were flying every day, usually circling the airfield.

2. Fuel Dump

a. A fuel dump, not yet completed, was located about eight miles east of TAMBOV, near the village of RADA ($41^{\circ}37' E/52^{\circ}42' N$), immediately south of a railroad line leading from TAMBOV to the east. This area, about $1,300 \times 1,600$ feet, was surrounded by a barbed wire fence and was guarded by Soviet soldiers. It had a newly-constructed railroad spur track. It presumably was a Soviet Air Force installation (see Annex for details).

b. There were holes for 10 containers, some of which had been installed, covered with earth and camouflaged. The installation work was done by Soviet soldiers. These containers, about 66 feet apart, had a capacity of 26,500 gallons each, but were not yet filled. There was a pump for each container.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Director of Central Intelligence of the United States
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c. The PWs were employed in laying a water main around the entire fuel dump, 8 feet underground and connected with a pumping station, probably for fire protection.

d. A solid road had been newly built from TAMBOV parallel to the railroad line, from which a branch road led to the fuel dump.

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3. Comment

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confirmed the existence of an airfield near TAMBOV which was occupied by single- and twin-engine aircraft in November 1948, and stated that the field had hangars.

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4. Comment:

a. This is the first information on the airfield southwest of TAMBOV, which, according to NW II records, has been improved. The information on a pilot school located at the field is considered credible. The aircraft types could not be determined, but were presumably fighters.

b. No other information on the fuel dump east of TAMBOV has been received. The report is considered credible.

3 Annex: Airfield and Fuel Dump near TAMBOV

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